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# MEMORANDUM

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DATE: March 28, 1997

TO: File

FROM: Tom Overturf 

SUBJECT: L.A. City Planing/Dept. Heads at city offices

RE: DEIR Public Comments/Processing Final EIR

ATTENDANCE: Michael Young  
Robert Takasaki  
Frank Eberhard  
Darryl Fisher  
Hadar Plafkin  
Dale Neal  
Tom Overturf  
Mario Stavale  
Tony Skidmore  
Cindy Starrett  
George Rhyner  
Allan MacKenzie  
Craig Fajnor

1. Frank Eberhard reviewed the comments as minimal except for Lockheed Martin's which are tainted anyway. Although they had a couple of official requests to extend public review period it was decided by city that public review was officially closed but if any additional, new, or substantial comments arrive in the next 10 days they'll include them in their consideration but will allow us to submit our response on the existing comments as scheduled on April 7, 1997.
2. Item to be considered at May 28 Public Hearing include; Tract Map, Liquor Licenses (4?) Development Agreement (both for public financing and entitlements); Signage Variance, F.A.R. Averaging; Shared Parking Agreement, and Phasing Plan.
3. Since most of the retail-related issues require 24 day notice, Vestar must move quickly (by mid-April) to finalize liquor license application (MDRC has preliminarily filed for four licenses), share parking agreement (primarily for theaters) and signage variance (for the freeway visible signs in particular - contact is City Building and Safety's Mr. Ray Chan at 485-9632). Also might require Cal Trans review.
4. Traffic and parking must be addressed for each tenant by Vestar per DEIR and Appendix C of DEIR and minimize mitigation and conditions from city.

5. The DEIR didn't address hotel use except on page 354 (at the last minute when we first knew of potential hotel tenant prior to submittal 90 days ago) since its not an allowable use in M.3 Zone and would require a zone change. If the city knew (or finds out) were proposing a hotel, they could require resubmittal of DEIR which could create at least a 2 month delay in DEIR submittal and processing - perhaps up to 5 or 6 months. Therefore, we can't have the hotel submitted by Vestar or tenant until DEIR is approved (June-August 1997).
6. Vestar should have their hotel tenant or consultants provide a written DEIR review (and get it) to us, addressing hotel traffic, parking and all other environmental considerations and comparing impacts to those approved retail uses as delineated in DEIR. This needs to be submitted to our consultant team for integration with our DEIR by about May 15., so its ready to submit to city. Dale Neal at Latham & Watkins feels this will be a non-controversial, minor, zone change from M.3 to M.2 or M.1.
7. After city approval of the DEIR and the end of the Appeal Period which shouldn't be later than August 1, the zone change would be submitted by Vestar and tenant. City will decide whether its environmental effect is adequately addressed in the EIR (or perhaps require an EIR Addenda or Supplement). Assuming any city concerns can be adequately addressed in the following 2-3 weeks, city will set four Public Hearings: 1) Hearing Examiner 2) Planning Commission 3) Planning Committee of the City Council, and 4) City Council. With normal inefficiencies, this process usually takes 6 months but assuming the hotel's plans are being prepared and submitted simultaneously, they should be ready to obtain a Building Permit in February and March and to start construction in April '98 along with other initial tenants. Its critical that Vestar not discuss hotel zone change or use with city until DEIR is approved and Appeal Period completed.
8. Phasing Plan is critical with respect to mitigation and infrastructure for each unit map (7 currently). Traffic mitigation in particular are important since they must integrate with EDA, STIP, and MTA programs.
9. Hardar acknowledge that LMC and consultant team had submitted an "all industrial" plan and he was in 2<sup>nd</sup> Review after requesting a "Beefed Up" DEIR review. He indicates he'll be finished with his review comments by April 7 on LMC project and will address ours thereafter.
10. Vestar involvement is critical now to maintain EIR schedule for entitlements, complete site plans and Tentative Tract Map, and begin the financial incentive negotiations with the city related to retail uses and taxes generated.

cc: Vestar/Staff

# NorCal Engineering

Soils and Geotechnical Consultants  
10641 Humbolt Street Los Alamitos, CA 90720  
(310) 799-9469 Fax (310) 799-9459

March 25, 1997

Project Number 5936-96

McDonnell Douglas Realty Company  
4060 Lakewood Boulevard  
Lakewood, California 90808

Attn: Mr. Johnny Marasco

RE: Removal of Buried Concrete Slabs During Demolition Operations -  
Abandoned McDonnell-Douglas Building No. 37 - Located at the  
Southwest Corner of Normandie Avenue and 190th Street, in the  
City of Los Angeles, California

Dear Mr. Marasco:

As per your request, this firm has made a site inspection of the existing buried concrete slabs uncovered during demolition operations at the subject site. These slabs are reported 4.75 feet thick and lie approximately 4 to 5 feet below existing grade. Compacted fill soils will be placed across the site up to final grade in the northeast portion of the lot.

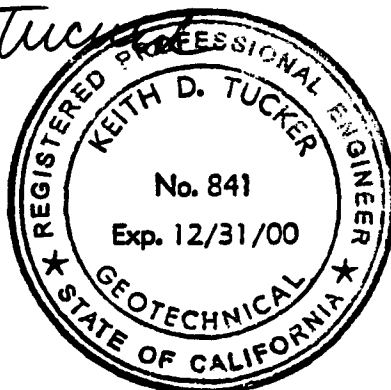
The existing slabs may be left in place and fill soils compacted over the slabs to provide adequate support for lightly loaded single story buildings, as well as parking lots and landscape regions. In areas where proposed structures greater than one story are to be located, these buried slabs should be removed to provide uniform support for future continuous and isolated building foundations.

Compacted fill soils should be inspected and tested by this firm throughout grading activities. The locations and depths of deeper fill soils should be recorded and included on the final "as-built" grading plans.

We appreciate this opportunity to be of service to you. If you have any further questions, please do not hesitate to contact the undersigned.

Respectfully submitted,  
NORCAL ENGINEERING

*Keith D. Tucker*  
Keith D. Tucker  
Project Engineer  
R.G.E. 841



*Troy D. Norrell*  
Troy D. Norrell  
President



SITE PHOTOS BY  
GARY POWLEY  
ON 3/24/97

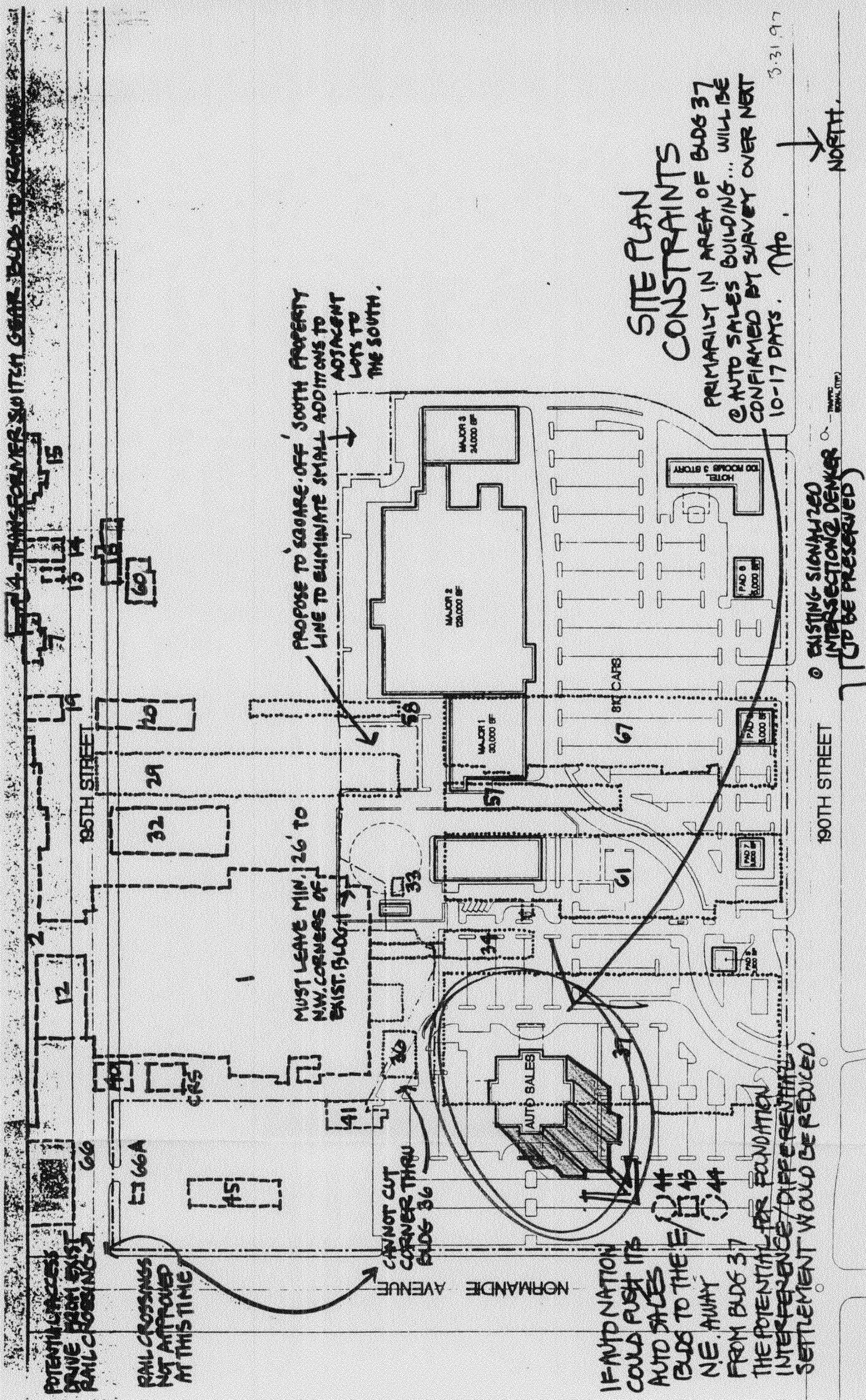
VIEW FROM BLDG 1, LOOKING  
NORTH TOWARD 190TH ST  
WITH FOUNDATIONS BELOW  
4' DEPTH TO REMAIN, BLDG 37

VIEW TOWARD N.W. FROM  
BLDG 1 WITH FOUNDATIONS  
TO REMAIN IN BLDG 37...  
VIRTUALLY ALL OTHER PDNS.  
& FOOTINGS HAVE BEEN  
REMOVED - OVER \$250,000  
IN EXTRAS ON DEMO CONTRACT  
DUE TO UNKNOWN FOOTINGS  
AND FOUNDATIONS.

IN CENTER LEFT FOREGROUND IS BLDG 37 FOUNDATIONS  
THAT WILL REMAIN @ 4' BELOW GRADE.

VIEW FROM ROOF OF BLDG 1  
LOOKING N.E. TOWARD  
NORMANDIE / 190TH  
INTERSECTION





4. TRANSFORMER SWITCH GEAR BLDG TO REMAIN

# SITE PLAN CONSTRAINTS

PRIMARYLY IN AREA OF BLDG 37  
@ AUTO SALES BUILDING... WILL BE  
CONFIRMED BY SURVEY OVER NEXT  
10-17 DAYS. TPO.

3.31.97

EXISTING SIGNALIZED  
INTERSECTION DENIED  
(TO BE PRESERVED)

190TH STREET

195TH STREET

NORTH

IF AUTOMATION  
COULD PUSH ITS  
AUTO SALES  
BLDG TO THE E/  
NE AWAY  
FROM BLDG 37  
THE POTENTIAL FOR FOUNDATION  
INTERFERENCE/DIFFERENTIAL  
SETTLEMENT WOULD BE REDUCED.

NORMANDIE AVENUE

CANNOT CUT  
CORNER THRU  
BLDG 36

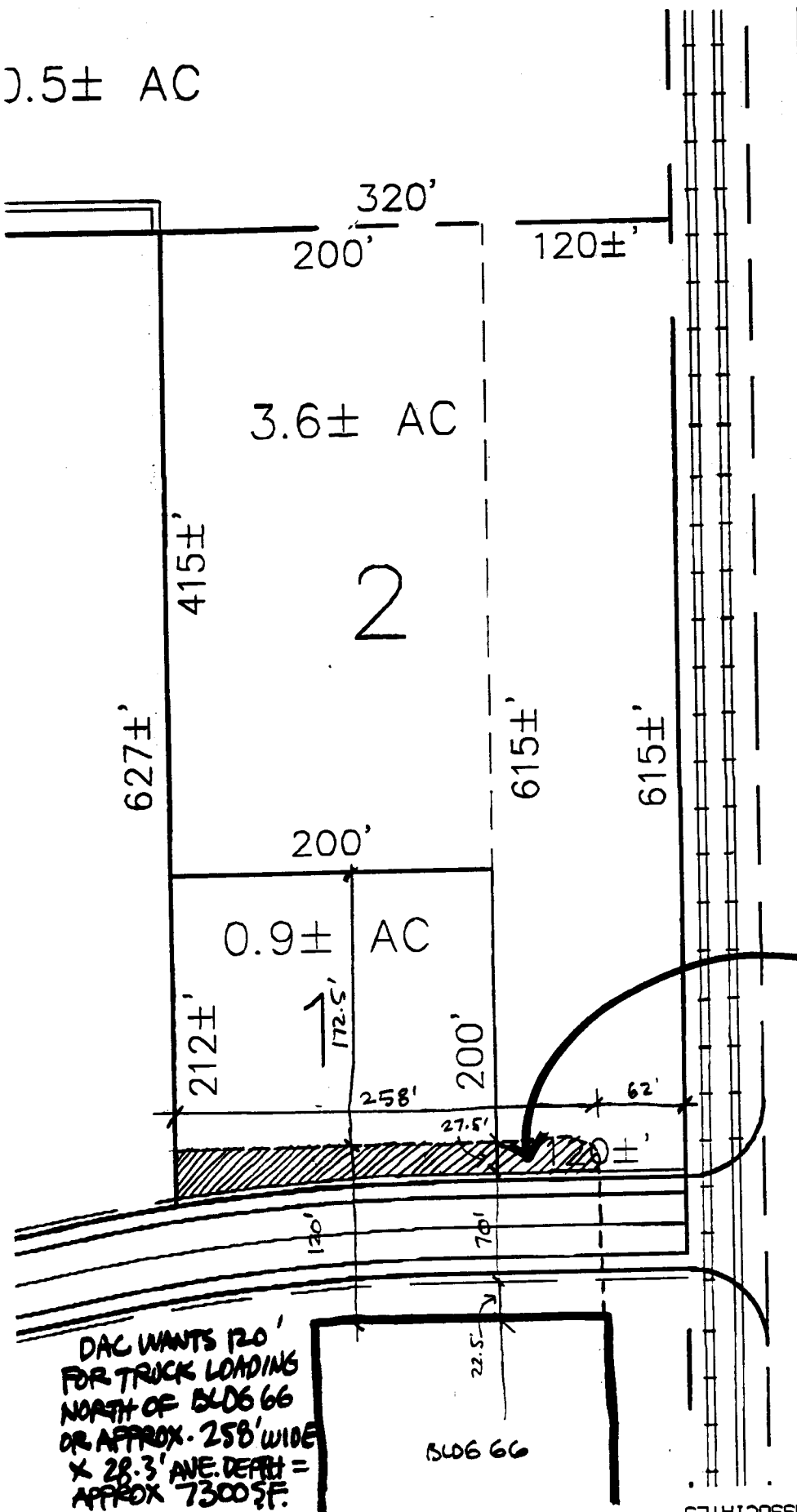
MUST LEAVE MIN. 26' TO  
N.W. CORNERS OF  
EXIST. BLDG. 1

PROPOSE TO SQUARE OFF SOUTH PROPERTY  
LINE TO ELIMINATE SMALL ADDITIONS TO  
ADJACENT LOTS TO  
THE SOUTH.

RAIL CROSSINGS  
NOT APPROVED  
AT THIS TIME

POTENTIAL ACCESS  
DRIVE FROM EXIST.  
RAIL CROSSING

0.5± AC



PROPOSED  
SITE SKETCH

DAC LOADING AREA OF  
POTENTIAL DELAY OF  
AVAILABILITY TO VESTAR  
UNTIL 12/31/98

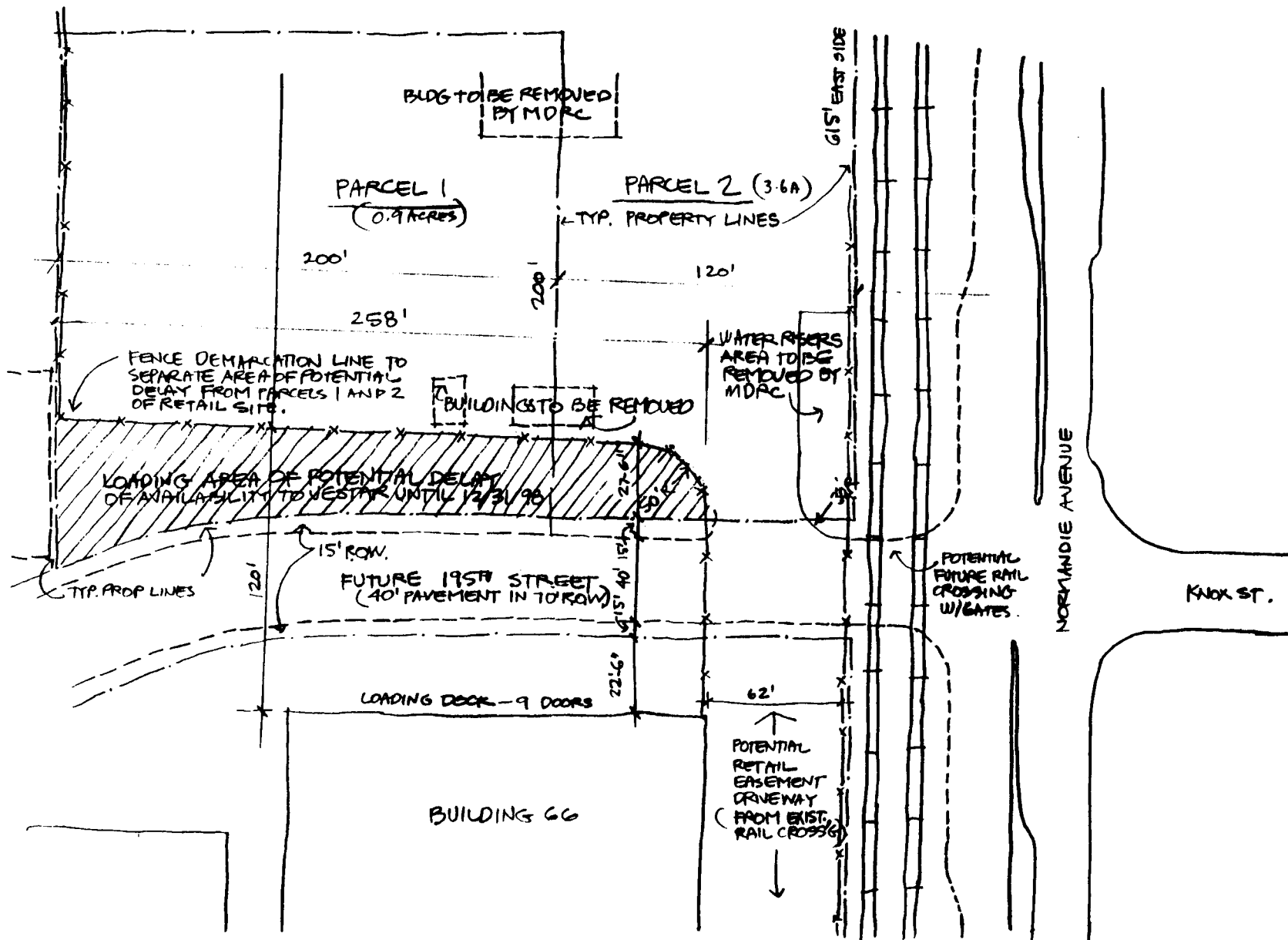


4/1/97

KNOX ST

TAIT & ASSOCIATES

APR-01-1997 15:49



SITE SKETCH OF LOADING  
AREA OF POTENTIAL DELAY  
OF AVAILABILITY UNTIL 12/31/98  
(AREA = APPROXIMATELY 27'-6" X 258' = 7300 S.F. (±))

DATE 4.1.97 *mo.*